

REMARKS

Claims 1, 3-4, 6-8, 11, 13-14, 16-17, 19, 21-23, 24-26 and 28 were examined in the Office Action mailed September 21, 2006, with claims 29-39 standing withdrawn pursuant to Election/Restriction Requirement.

The Applicants appreciate the Examiner's helpful comments in the telephone Interview conducted on July 30, 2007. The foregoing amendments and following remarks are consistent with the discussions in the Interview.

The following rejections are pending:

- Claims 19, 21-22, and 24-26 stand rejected under 35 U.S.C. § 102(b) as anticipated by U.S. Patent No. 4,061,213 to Davy ("Davy").
- Claims 1, 3-4, 6-10, 13-14 and 16-17 stand rejected under 35 U.S.C. § 103(a) as unpatentable over to Davy.
- Claims 11-12 and 28 stand rejected under § 103(a) as unpatentable over to Davy, in view of U.S. Patent No. 3,716,121 to Frigger ("Frigger").

The Applicants have amended independent claims 1, 14, 19, 24 and 28 to recite a feature of the present invention illustrated in Fig. 2, and to clarify the axially-extending sensor exciter arrangements of the present invention. Specifically, the claims have been amended to recite that the sensor exciter "is located ... on an extension of the neck portion of the brake rotor which extends axially from the junction of the friction portion and the neck portion toward a longitudinal center of the vehicle axle and is separated by an air gap from at least a portion of the friction portion."

As discussed in the telephone interview, the Davy reference discloses a brake rotor which includes a *radially*-oriented ring, which extends radially inward from the inner radius of the friction portion 18 of the rotor. Davy Fig. 1. As a result, the Davy design permits undesired heat conduction from the friction portion of the disk directly to the inner radial ring, and the inwardly-extending ring can interfere with installation of components in or through the neck portion of the rotor. In addition, the Davy approach constrains the location of the sensor to a plane immediately adjacent to the rotor (and thus close to the heat from immediately adjacent the friction portion).

In contrast, the recited axial orientation of the present neck extension allows the sensor exciter and the sensor to be axially positioned in a manner which permits great flexibility in sensor location, while simultaneously avoiding blockage of any portion of the inner region of the rotor neck. In addition, unlike Davy, the axial orientation and the associated air gap serve to isolate the sensor exciter and the sensor from much of the heat generated in the friction portion of the brake rotor. The Applicants respectfully submit that Davy's radially-oriented friction portion extension neither discloses or suggests the novel neck extension recited in independent claims 1, 14, 19, 24 and 28.¹

In view of the foregoing, the Applicants respectfully submit that claims 1, 14,

¹ The Frigger reference, cited for teaching a sensor mounting, does not teach anything regarding sensor exciter location, and therefore does not cure the deficiencies of the Davy reference.

19, 24 and 29 and their respective dependent claims are patentable over Davy and/or Frigger under § 102(b) and § 103(a). Reconsideration and withdrawal of the pending rejections based on the Davy reference is respectfully requested.

CONCLUSION

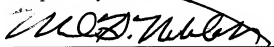
The Applicants respectfully submit claims 1, 3-4, 6-8, 11, 13-14, 16-17, 19, 21-22, 24-26 and 28 are in condition for allowance. Early and favorable consideration, and issuance of a Notice of Allowance for these claims is respectfully requested.

If there are any questions regarding this amendment or the application in general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.

If necessary to effect a timely response, this paper should be considered as a petition for an Extension of Time sufficient to effect a timely response, and please charge any deficiency in fees or credit any overpayments to Deposit Account No. 05-1323 (Docket #011351.52875US).

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Respectfully submitted,



Jeffrey D. Sanok
Registration No. 32,169
Mark H. Neblett
Registration No. 42,028

CROWELL & MORING LLP
Intellectual Property Group
P.O. Box 14300
Washington, DC 20044-4300
Telephone No.: (202) 624-2500
Facsimile No.: (202) 628-8844